

**Minutes  
Toll Bridge Advisory Committee  
Meeting of September 20, 2002**

<b>September 27</b>	Project presentations from Alameda County CMA, RIDES, City Carshare, Caltrans North Bay express bus infrastructure, Bay Area CMA Association, BART I-80 and I-680 Transportation Alternatives Studies, Capital Corridor
<b>October 4</b>	Transbay Terminal, Caltrain baby bullet, Dumbarton West service, MTC- Translink®
<b>October 11</b>	Projects Submitted by Bridge Corridor
<b>October 18</b>	First Evaluation of Projects

\*All meetings to be held at 2pm, in the Alameda County CMA Offices located in downtown Oakland at 1333 Broadway, Suite 220.

**General Discussion**

Ezra Rapport began the meeting by summarizing the Metropolitan Transportation Commission meeting held on September 18. Senator Perata attended the meeting and expressed his desire to develop a list of projects that have a strong nexus to the bridge corridors so that the toll increase could be approved by a majority vote. The proposal that was approved by the Legislation Committee and was before the Commission was to make RM 1 projects eligible for funding. The Commission amended the language to specify that the additional \$1 toll should be allocated to projects that have a strong nexus so that a majority vote would be sufficient.

Ezra clarified that the document that would be presented to the Toll Bridge Advisory Committee on October 18<sup>th</sup> would not include recommended funding levels for particular projects. Instead, it will be a first draft evaluation of the project proposals according to the criteria agreed upon by the Committee. Ezra also mentioned that additional meetings would need to be scheduled in October to review the draft evaluation.

**Project Presentations**

*Oakland Airport Connector*

Carole Ward Allen, BART District 4 Director, opened the presentation for the Oakland Airport Connector. The project has a certified EIR, is in the design phase and has a strong

Bay Bridge nexus. The project would provide connectivity to BART, Capital Corridor, AC Transit and the Oakland Airport. The project request is for \$45 million in capital funding, and no operational funding. This represents only 19% of the project cost. The project will be ready for construction in 2004 and should be operational no later than 2008.

Oakland's Vice Mayor, Larry Reed expressed the City's strong support for the project and said that it would not support the \$3 toll without this project. He mentioned that intermediate stations offer potential for transit oriented development (TOD).

#### *BART Access Plan*

Val Minotti presented BART's proposal for funding to provide increased access to BART stations for bicycles, pedestrians and transit. The total cost of the proposal is \$35.9 million in capital and \$7.8 million in operating funds.

The transit access proposal was the most costly (\$15.9 million in capital, \$7 million in annual operating) and includes BART link shuttles, paratransit, transit centers and real-time information. The shuttles would provide peak period feeder service to neighborhoods within 2-4 miles of BART stations. The paratransit component would involve shuttles to existing stations and to major medical centers. Transit centers include bus bays, bus shelters, seating areas, landscaping, and signage. Real-time information provided at transit facilities and via the web would be developed to encourage transit ridership.

The bicycle and pedestrian proposals focused on increased secure parking for bicycles and development of safer facilities for walking (i.e. wider sidewalks, crosswalks, lighting and surveillance cameras). The bicycle and pedestrian access proposals were \$10 million each in capital funding and \$0.8 million in operating funds for the bicycle access.

A question was asked as to whether BART has estimated how the proposals would affect ridership, since no new rider numbers were provided in the presentation. Val replied that they have not developed such an estimate at this time.

Ezra said that ridership projections are needed to make a stronger case for the shuttles in terms of the nexus to the bridge corridors.

#### *E-BART*

Susan Miller, a Contra Costa CMA Board Member, presented a request for \$110 million in capital funding for e-BART. e-BART uses a diesel motorized unit and the alternative presented to the Committee would utilize existing Union Pacific Railroad tracks that are currently underutilized. While the project already has some committed funding in the sales tax and the Regional Transit Expansion Plan, the Regional Transportation Plan identified a \$99 million shortfall.

Susan stressed that the revenues and ridership estimates included in the presentation are conservative because they do not include a TOD scenario.

Stuart Cohen (Transportation and Land Use Coalition) said he much prefers eBART to BART as it is much more cost effective and asked if the project's approval could be made contingent upon TOD requirements. He also suggested that they develop a cost estimate for the shuttle services as the Water Transit Agency did. Susan said they were developing this and would get it to the Committee.

Ezra pointed out that in terms of nexus, the project has both an Antioch bridge nexus as well as a Benicia-Martinez nexus.

#### *Golden Gate Bridge Highway and Transportation District*

Alan Zahradnik presented the agency's proposal to develop bus transit service for North Bay counties. The proposal includes requests for expansion of two bus routes — Richmond San Rafael Route 40/42 and Sonoma-Marin Express Bus on Highway 101. Due to the financial constraints of the district, no additional toll funds are available to expand transit service.

- The Richmond San Rafael proposal includes a request for \$1.6 million in capital for 3 new buses and \$2.1 million in annual operating subsidy.
- The Sonoma-Marin express bus proposal would add 8 buses at a cost of \$4.2 million, and a \$2.2 million annual operating subsidy.

The additional service is estimated to double current ridership and take 2,000 cars off the road each day. The nexus would be to the Richmond and Carquinez Bridges. Another key feature of the project is its fast delivery — 12-18 months.

Ezra commented that he would like all express bus proposals to coordinate with Caltrans on issues related to park and ride facilities, etc.

#### *Sonoma-Marin Area Rail Transit District (SMART)*

Lilian Hames presented SMART's proposal for funding. The SMART project which consists of a 75-mile corridor from Cloverdale to Larkspur ferry terminal that would include up to 14 stations. Service is currently projected to begin between 2005-2007. The Cloverdale to San Rafael portion of the project would be fully funded by the county sales tax, leaving the San Rafael to Larkspur segment as the project requesting toll funds.

The presentation did not include a specific funding request.

#### *Bicycle Access*

Robert Tayburn, Executive Director of the East Bay Bicycle Coalition presented a proposal for improvements to bicycle access. Robert stressed that in addition to

improving access to transit, bicycles can increase access to casual carpool locations, if there is secure bicycle parking.

Robert did not make a specific dollar request, but when asked, agreed that 5 percent would be an appropriate amount given that it constitutes the mode share.

### *Dynamic Ridesharing*

Daniel Kershner of Environmental Defense Fund submitted a proposal for dynamic ridesharing. The concept is an automated, flexible carpooling system that identifies commuters in near proximity to one another — either in advance or instantly. The program will soon be pilot tested at the BART Dublin-Pleasanton station. The proposal did not include a dollar request, but the initial pilot program has a budget of \$100,000 over six months. It is viewed as a highly cost effective method of attracting new transit riders relative to constructing new parking.

### *Marin County CMA*

Art Brook presented two projects: Port Sonoma ferry service and WB I-580 to SB 101 freeway improvement.

Port Sonoma would provide ferry service to San Francisco and includes parking expansion, building a terminal, dredging and boat purchase. The project is anticipated to remove about 12% to 25 % of a lane of freeway travel demand. The proposal for funding includes \$12 million in capital funds to purchase 2 ferries, dredge, increase parking and construct terminal, along with an estimated \$2.13 million annual operating subsidy.

The freeway project includes an auxiliary lane, freeway-to-freeway ramp and would improve bridge exiting and access to the ferry terminal. Currently, Golden Gate buses operating at the ferry terminal are delayed for about 15 minutes in exiting the parking lot during the peak hour due to all of the regional traffic on Sir Francis Drake. The proposal for funding includes \$60 million in capital funds, out of a total \$105 million estimated cost (the remainder is already funded by state and federal funds).